

# FEDERAL AVIATION REGULATIONS



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION—WASHINGTON, DC

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CHANGE 5

EFFECTIVE: DECEMBER 8, 1994

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## **Part 71—Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points**

This change incorporates Amendment 71-24, Offshore Airspace Reconfiguration; Valparaiso, Florida Terminal Area, adopted August 25, 1994. This amendment affects only § 71.1.

Bold brackets enclose the most recently changed or added material.

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### **Page Control Chart**

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Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.



**Amendment 71-24****Offshore Airspace Reconfiguration; Valparaiso, Florida Terminal Area****Adopted: August 25, 1994****Effective: December 8, 1994****(Published in 59 FR 46152, September 6, 1994)**

**SUMMARY:** This action retains the Valparaiso, Florida Terminal Area and Special Air Traffic Rules in part 93 of the Federal Aviation Regulations (FAR); revises the Class D airspace areas for Eglin Air Force Base (AFB), the Eglin Air Force (AF) Auxiliary No. 3 Duke Field, and Hurlburt Field; revises the Crestview Class E airspace area; and deletes the Eglin Class D North-South corridor. Additionally, this action modifies the established North-South and East-West corridors associated with the Valparaiso, Florida Terminal Area and Eglin AFB in part 93 of the FAR. This action is necessary to simplify operating procedures, airspace assignment and airspace use within the Valparaiso, Florida Terminal Area.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joseph C. White, ATP-230, Air Traffic Rules Branch, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

**SUPPLEMENTARY INFORMATION:****Background**

The Offshore Airspace Reconfiguration Final Rule (58 FR 12128; March 2, 1993), effective December 9, 1993, replaced the Valparaiso, Florida, Terminal Area and Special Air Traffic Rules in part 93 of the FAR, with the Eglin Florida Class D airspace area. This rule also amended part 71 of the FAR to revoke the Eglin AFB, Florida and the Eglin AF Auxiliary No. 3, Duke Field, Florida Class D airspace areas; modified the Hurlburt Field, Florida Class D airspace area and the Crestview, Florida Class E airspace area; and established the Eglin, Florida Class D North-South corridor. However, by a separate rulemaking action (58 FR 63274; November 30, 1993), these two portions of the Offshore Airspace Reconfiguration Final Rule were delayed until December 8, 1994. This delay permitted the FAA and the Department of Defense (DOD) to conduct a joint micro-review of the effects of the airspace reclassification on this area.

The joint micro-review concluded that when the Eglin, Florida Class D airspace area becomes effective on December 8, 1994, the requirement for enhanced air traffic control service in the North-South and East-West corridors will lead to dramatic increases in air traffic and the Eglin Radar Control Facility (ERCF) controller workload. These increases in air traffic and controller workload will increase air traffic control delays imposed on civil and military aircraft, both in the air and on the ground.

Under the Valparaiso, Florida, Special Air Traffic Rules in part 93 of the FAR, access to the North-South corridor is limited during military operations, but access to the East-West corridor is not impeded. However, under the Eglin Class D airspace area, with the same type of military operations, access to the entire Class D airspace area (both the North-South and East-West corridors) will be limited. Accordingly, it was deemed necessary to retain the Valparaiso, Florida Terminal Area and Special Air Traffic Rules contained in part 93 of the FAR to maintain unlimited access to the East-West corridor and maintain the present level of safety for aircraft transiting the North-South and East-West corridors.

On July 1, 1994 (59 FR 34192), (Notice No. 94-23), the FAA proposed to retain the Valparaiso, Florida Terminal Area and Special Air Traffic Rules in part 93 of the FAR; revise the Class D airspace areas for Eglin AFB and Eglin AF Auxiliary No. 3 Duke Field, and Hurlburt Field; revise the Crestview Class E airspace area; and delete the Eglin Class D North-South corridor. Additionally, to enhance safety in the immediate vicinity of the Eglin AFB, the FAA proposed to move the southern boundary of the North-South corridor from its present lateral position north of Eglin AFB to a position south of Eglin AFB coincident with latitude 30°25'01" North. The existing designation of the entire North-South corridor and the center section of the East-West corridor, from surface to an unlimited altitude, was found to be excessive. Therefore, the FAA proposed to modify both the North-South corridor and the center portion of the East-West corridor to the surface up to, but not including, 18,000 feet MSL.

Excluding the center portion described above, the remainder of the East-West corridor airspace located below Restricted Areas R-2915C, R-2919B, and R-2914B extends from the surface up to but not including 8,500 feet MSL. This effectively divides the East-West corridor into a western section, a center section, and an eastern section.

This action was proposed to simplify operating procedures and the complex aeronautical charting of Eglin's airspace. Additionally, the action was proposed to further reduce the potential hazard of VFR aircraft crossing the flight paths of high speed, high performance, and often armed military aircraft transiting to/from/between Eglin's most commonly used East (R-2914A, R-2919A) and West (R-2915A, R-2915B) ranges.

Notice No. 94-23 as published, incorrectly described the Class D airspace area for Eglin AFB; and inadvertently deleted the Hurlburt Field Class D airspace area and the Crestview Class E airspace area. Therefore, on July 19, 1994 (59 FR 36730), the FAA published a supplemental notice of proposed rulemaking which corrected the Eglin AFB description, and retained/revised the Hurlburt Field Class D airspace area, and the Crestview, Florida Class E airspace area. No comments were received on these proposals.

The coordinates for this airspace docket are based on North American Datum 83. Class D and Class E airspace designations are published respectively in paragraphs 5000 and 6002 of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

In addition, this action modifies the Hurlburt Field, Florida Class D airspace area by amending the area's effective hours to coincide with the associated control tower's hours of operations. This action also modifies the Crestview, Florida Class E airspace area by amending the area's effective hours to coincide with the associated Flight Service Station's (FSS) hours of operation. The intended effect of these modifications is to clarify when two-way radio communications are required and when weather observation services are provided when the associated control tower and FSS is closed. The Hurlburt, Florida, Class D airspace area and the Crestview, Florida, Class E airspace area will revert to Class G airspace when the associated control tower and FSS are not in operation.

#### **The Rule**

This action retains the Valparaiso, Florida Terminal Area and Special Air Traffic Rules in part 93 of the FAR. Further, this action: (1) revises the Class D airspace areas for Eglin AFB, and the Eglin AF Auxiliary No. 3 Duke Field, and Hurlburt Field, Florida; (2) revises the Crestview, Florida Class E airspace area; and (3) deletes the Eglin, Florida Class D North-South corridor.

Additionally, this final rule revises the North-South corridor airspace area described in part 93 of the FAR, by reestablishing the vertical limits of that corridor from the surface up to, but not including 18,000 feet MSL and by moving the southern boundary from its present lateral position north of Eglin AFB to a position south of Eglin AFB coincident with latitude 30°25'01" North. This action also modifies the center portion of the East-West corridor to include airspace from the surface up to but not including 18,000 feet MSL. This effectively divides the East-West corridor into the following three sections:

- (1) The west section which includes that East-West corridor airspace area underlying Restricted Area R-2915C and extending upward from the surface to, but not including, 8,500 feet MSL.
- (2) The center section which includes that East-West corridor airspace area that does not underlie any of the restricted areas associated with Eglin AFB and extends upward from the surface to, but not including 18,000 feet MSL.
- (3) The east section which includes that East-West corridor airspace area underlying Restricted Areas R-2919B and R-2914B extending from the surface up to, but not including, 8,500 feet MSL.

In addition, this action modifies the Hurlburt Field, Florida Class D airspace area by amending the area's effective hours to coincide with the associated control tower's hours of operations. This action also modifies the Crestview, Florida Class E airspace area by amending the area's effective hours to coincide with the associated Flight Service Station's (FSS) hours of operation. The intended effect of these modifications is to clarify when two-way radio communications are required and when weather observation services are provided when the associated control tower and FSS is closed. The Hurlburt, Florida, Class D airspace area and the Crestview, Florida, Class E airspace area will revert to Class G airspace when the associated control tower and FSS are not in operation.

#### **Economic Evaluation**

Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect

of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this rule: (1) will generate benefits that justify its costs and is not "a significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in Department of Transportation's Regulatory Policies and Procedures; (3) will not have a significant impact on a substantial number of small entities; and (4) will not constitute a barrier to international trade. These analyses are summarized below.

#### *Costs*

The FAA has determined that there will be little or no cost associated with implementation of the modification. This determination is based, on the following reasons.

The rule will impose no additional administrative, personnel, or equipment costs on Eglin AFB or the FAA. Any additional operations workload generated by the rule will be absorbed by current personnel and equipment resources.

The cost to aircraft operators will be occasional delays and deviations from their current flight times and paths. However, the FAA contends that these delays will be so short and infrequent that they will impose little if any cost.

#### *Benefits*

The benefits of the rule will be primarily in the form of improved ATC efficiency and enhanced safety. Improved ATC efficiency and safety will come from the ability of Eglin ATC to better separate the flow of military and civilian aircraft.

#### *Conclusion*

In view of the little or no cost of compliance versus enhancements to aviation safety and efficiency, the FAA has determined that the rule will be cost-beneficial.

#### **International Trade Impact Statement**

This rule will not constitute a barrier to international trade, including the export of American goods and services to foreign countries and the import of foreign goods and services into the United States. This assessment is based on the fact that the rule will impose little or no costs on aircraft operators or aircraft manufacturers (U.S. or foreign).

#### **Regulatory Flexibility Determination**

In accordance with the Regulatory Flexibility Act of 1980, the FAA has determined that this rule will not have a significant economic impact, positive or negative, on a substantial number of small entities. This assessment is based on the fact that the rule will impose little or no cost on small entities.

#### **Federalism Implications**

The regulations proposed herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### **International Civil Aviation Organization and Joint Aviation Regulations**

In keeping with the U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to comply with ICAO Standards and Practices (SARP) to the maximum extent practicable. The FAA has determined that this rule will not present any differences.

#### **Paperwork Reduction Act**

In accordance with the Paperwork Reduction Act of 1980 (Pub L. 96-511), there are no requirements for information collection associated with this rule.

#### **Conclusion**

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Analysis, the FAA has determined that this regulation is not a "significant regulatory action" under Executive Order 12866. In addition, the FAA certifies that this regulation will not have a significant economic impact, positive or negative, on a substantial

number of small entities under the criteria of the Regulatory Flexibility Act. This proposal is not considered significant under DOT order 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. This rule is cost effective as evidenced by the cost/benefits review statement, included in this Final Rule.

#### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends parts 71 and 93 of the Federal Aviation Regulations, (14 CFR parts 71 and 93) effective December 8, 1994.

The authority citation for part 71 continues to read as follows:

*Authority:* 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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# **PART 71—Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points**

## **Subpart A—General; Class A Airspace**

Source: Docket No. 24456, (56 FR 65638), December 17, 1991.

### **§ 71.1 Applicability.**

【The complete listing for all Class A, Class B, Class C, Class D, and Class E airspace areas and for all reporting points can be found in FAA Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.9B is effective September 16, 1994, through September 15, 1995. During the incorporation by reference period, proposed changes to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and to reporting points will be published in full text as proposed rule documents in the *Federal Register*. Amendments to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas and to reporting points will be published in full text as final rules in the *Federal Register*. Periodically, the final rule amendments will be integrated into a revised edition of the order and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.9B may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-3485. Copies of FAA Order 7400.9B may be inspected in Docket No. 27855 at the Federal Aviation Administration, Office of the Chief Counsel, AGC-200, Room 915G, 800 Independence Avenue, SW., Washington, DC weekdays between 8:30 a.m. and 5:00 p.m., or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC. This sec-

tion is effective September 16, 1994, through September 15, 1995.】

(Amdt. 71-16, Eff. 9/16/93); (Amdt. 71-19, Eff. 9/16/93); (Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)] [\*(Amdt. 71-24, Eff. 12/8/94)]

\*【The incorporation by reference in 14 CFR part 71.1, of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000—Class D Airspace

\* \* \* \* \*

**ASO FL D Eglin AF Aux No. 3 Duke Field, FL [Revised]**

Eglin AF Aux No. 3 Duke Field, FL

(Lat. 30°39'07" N, long. 86°31'23" W)

Bob Sikes Airport

(Lat. 30°46'44" N, long. 86°31'20" W)

Eglin AFB

(Lat. 30°29'13" N, long. 86°31'34" W)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 5.2-mile radius of Eglin AF Aux No. 3 Duke Field; excluding the portion north of a line connecting the 2 points of intersection with a 4.2-mile radius circle centered on Bob Sikes Airport; excluding the portion south of a line connecting the 2 points of intersection with a 5.5-mile radius circle centered on Eglin AFB. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

**ASO FL D Eglin AFB, FL [Revised]**

Eglin AFB, FL

(Lat. 30°29'13" N, long. 86°31'34" W)

Destin-Fort Walton Beach Airport

(Lat. 30°24'01" N, long. 86°28'18" W)

**Duke Field**

(Lat. 30°39'07" N, long. 86°31'23" W)

**Hurlburt Field**

(Lat. 30°25'44" N, long. 86°41'20" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 5.5-mile radius of Eglin AFB and within a 4-mile radius of Destin-Fort Walton Beach Airport; excluding the portion north of a line connecting the 2 points of intersection within a 5.2-mile radius circle centered on Duke Field; excluding the portion southwest of a line connecting the 2 points of intersection within a 5.3-mile radius of Hurlburt Field; excluding a portion east of a line beginning at lat. 30°30'43" N, long. 86°26'21" W, extending north to the 5.5-mile radius and north of a line beginning at lat. 30°30'43" N, long. 86°26'21" W, extending east to the 5.5-mile radius.

\* \* \* \* \*

**ASO FL D Eglin Hurlburt Field, FL [Revised]**

Eglin, Hurlburt Field, FL

(Lat. 30°25'44" N, long. 86°41'20" W)

**Eglin AFB**

(Lat. 30°29'13" N, long. 86°31'34" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5.3-mile radius of Hurlburt Field; excluding the portion northeast of a line connecting the 2 points of intersection with a 5.5-mile radius circle centered on Eglin AFB. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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**ASO FL D Eglin, FL North-South Corridor [Removed]**

\* \* \* \* \*

Paragraph 6002—Class E airspace areas designated as a surface area for an airport.

\* \* \* \* \*

**ASO FL E2 Crestview, FL [Revised]**

Crestview, Bob Sikes Airport, FL

(Lat. 30°46'44" N, long. 86°31'20" W)

**Duke Field**

(Lat. 30°39'07" N, long. 86°31'23" W)

Within a 4.2-mile radius of Bob Sikes Airport; excluding the portion south of a line connecting the 2 points of intersection with a 5.2-mile radius circle centered on Duke Field. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The

effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

**§ 71.3 [Reserved]****§ 71.5 Reporting Points.**

The reporting points listed in subpart H of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) consist of geographic locations at which the position of an aircraft must be reported in accordance with part 91 of this chapter.

(Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]

**§ 71.7 Bearings, Radials, and Mileages.**

All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.

**§ 71.9 Overlapping Airspace Designations.**

(a) When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace designation apply.

(b) For the purpose of this section—

(1) Class A airspace is more restrictive than Class B, Class C, Class D, Class E, or Class G airspace;

(2) Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;

(3) Class C airspace is more restrictive than Class D, Class E, or Class G airspace;

(4) Class D airspace is more restrictive than Class E or Class G airspace; and

(5) Class E is more restrictive than Class G airspace.

**§ 71.31 Class A Airspace.**

The airspace descriptions contained in § 71.33 of this part and the routes contained in subpart A of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) are designated as Class A airspace within which all pilots and aircraft are subject to the rating requirements, operating rules, and equipment requirements of part 91 of this chapter. (Amdt. 71-20, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]

**§ 71.33 Class A Airspace Areas.**

(a) That airspace of the United States, including that airspace overlying the waters within 12 nautical



miles of the coast of the 48 contiguous states, from 18,000 feet MSL to and including FL600 excluding the states of Alaska and Hawaii, Santa Barbara Island, Farallon Island, and the airspace south of latitude 25°04'00" North.

(b) That airspace of the State of Alaska, including that airspace overlying the waters within 12 nautical miles of the coast, from 18,000 feet MSL to and including FL600 but not including the airspace less than 1,500 feet above the surface of

the earth and the Alaska Peninsula west of longitude 160°00'00" West.

(c) The airspace areas listed as offshore airspace areas in subpart A of [FAA Order 7400.9B] (incorporated by reference, see § 71.1) that are designated in international airspace within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic ATC procedures are applied.

(Amdt. 71-19, Eff. 9/16/93); [(Amdt. 71-23, Eff. 9/16/94)]





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